

APARTMENT HOUSE OWNERS IMPERIL LIVES TO SAVE COAL

to do what the Government itself now promises to accomplish—speed their support to the Government's Administration, as has practically every railroad man in the country.

Orders for the actual application of the new, maximum use of facilities and equipment, which are expected to take the freight jam immediately, will be the first results.

WABCO ASKS FOR CO-OPERATION OF THE PRESS.

"Gentlemen, gentlemen, pray for the restoration of the railroads," said Mr. McAdoo, concluding his first conference with newspapermen about securing the new duties. "We must get men to place back of the lines as well as in them, and I, for one, am willing to take mine wherever it is convenient I can do the most good."

"No sane man would want such a tremendous responsibility as this position entails, and I ask each of you that you keep in mind there is not one particle of politics in the entire governmental administration at this time. I ask your co-operation."

"Rigid economies will be effected as soon as I get my hand more firmly on the problem. Until then it is useless to speculate on precisely what I shall do, further than to say that this great enterprise will be run with a minimum of expense and a maximum of efficiency."

Legislation to be asked on Congress immediately after the recess, besides defining the fiscal relationship of the plan, will provide for transferring to Uncle Sam's payroll the 1,000,000 or more railroad workers, for creating a wage adjustment Board of Directors, and probably for the prevention of strikes. It was stated to-day.

CONGRESS MAY THRESH OUT COMPENSATION QUESTION.

Congress, it is said, will freely discuss the Government's decision to compensate the railroads on a basis of the maximum earnings of the past three years instead of the pre-war period.

Financial geniuses who were elected presidents of railroads for their money-getting and money-handling powers will be useless now that Government control makes the roads' credit perfect.

Many of these men will either step out of the railroad game for the duration of the war or become "dollar-a-year" men for the Government. Other officials made unnecessary by the change will be given out-of-service pay or be transferred to other work.

General and division officers of American roads during 1916 received \$52,200,000 in pay checks, a little more than 2 per cent. of the total of all railroad employees' salaries paid during that year. All those employees received \$412,579,180, or an average of \$985.49 per person.

Big railroad presidents' salaries range from \$25,000 to \$75,000. Four are reported to receive \$75,000 each; ten others \$50,000 each, and the remainder on a scale down.

Several millions tied up in expensive national railroad advertising campaigns and other millions spent for the patriotic needs in maintaining themselves to the public will be slipped off when the Director General gets around to it.

It is not likely that any large number of clerks will be put out of jobs by reorganization of the terminal administration under the Government's unification plan because offices have been reduced to a minimum to war service already. If additional employees are needed, women will be employed wherever possible to replace men for duty with the colors.

TRANSFER OF RAILROADS DOESN'T CAUSE A RIPPLE.

Business at Headquarters in This City Goes Right Along Under the Existing Organization.

Transition from private to Government control at noon to-day did not create a noticeable ripple in local railroad headquarters. Business continued as usual. Presidents went right on giving orders and subordinates pursued their work regardless of having Uncle Sam for the new boss in Washington.

The general instructions were that

SHIPPERS IN RUSH TO RELIEVE TIE-UP OF FREIGHT HERE

Little Change in Federal Methods, However—Thousands of Cars Still Stalled.

Inspectors reported signs of improvement to-day in the freight blockade around New York, following publication yesterday in The Evening World of the enormous work undertaken by the Interstate Commerce Commission, New York Public Service Commission, and New Jersey Public Utilities Commission to relieve the congestion.

Private shippers, in fear of penalties and publicity, are beginning to unload their cars, but the United States Government is still the principal contributor to the blockade of the metropolis. Little if any change is reported in Federal shipping methods and its thousands of stalled cars.

Commissioner Harlan will come to New York to-morrow for a conference with Commissioners Whitney of New York and Douglass of New Jersey to continue their drastic clearing out of railroad yards. They will be joined by operating officials of roads entering New York who are now practically in Government service, and all will work together.

"Informal reports this morning from inspectors in the yards," said Commissioner Whitney, "are to the effect that things are moving faster along the lines in New Jersey and on the New York side. A general acceleration is noticeable. Congestion in the terminals is not so tight as at the beginning of the week."

"Consignees are unloading cars now instead of letting them stand for many days on the tracks. We have sent out a large number of notices to individuals and also communicated by telephone with those whom we could reach to take away their goods at once or present good reasons why."

Asked whether the fact that the Government had taken over control of railroads would check their efforts, Commissioner Whitney replied: "On the contrary, it will assist us. Director General McAdoo is expected to work principally through the Interstate Commerce Commission, which will render him the assistance of its organized staff. The service expected in railroad affairs will be of great help. Railroad headquarters will be in the commission building in Washington."

"There is close co-operation now between State regulatory commissions and the Interstate Commerce Commission, as exemplified in this joint committee of three commissions at work on the New York freight congestion. Instead of the Federal and State Commissions being set aside, they can and will be of assistance to the Director General in conducting railroad operations."

DANISH COUNT ANXIOUS TO HELP FIGHT GERMANY

"Private's Life Will Do Until I Fit Myself for Something Better," He Says.

AN ATLANTIC PORT, Dec. 28.—Count Beve Bent Holstein, a member of one of the most distinguished families of Denmark, has come to the United States eager to enlist to fight against Germany. He arrived here to-day on a S.S. steamer.

The Count for a number of years was engaged in the diplomatic service of his country, having been attached to the Danish Legation in Paris, Stockholm and Berlin.

"All the sumptuous villas of the Venetian noblemen have been pillaged and the wonderful artistic collections transported to Austria. Villa Soderini, near Mervena, containing a fresco by Tiepolo, has been destroyed. The temple that Canova erected at Possagno is badly damaged. Fortunately the Italian authorities had placed it in safety all Canova's works which the temple contained.

Several Reported Killed by Blast Furnace Explosion.

CHICAGO, Dec. 28.—Several persons are reported to have been killed in an explosion of a blast furnace in the plant of the Indiana J. Company at Indiana Harbor, Ind., to-day. The plant caught fire and is threatened with destruction. Ambulances from neighboring cities were rushed to Indiana Harbor.

To deserve the confidence and esteem of a community is a worthy aim in business as well as in affairs of state.

We trust that Kellner's efforts for the past twenty-five years have added to the sum total of comfort and happiness.

THREE YEARS FOR DWIGGINS.

Swindled 7,000 Persons in Sale of Liberty Bonds.

Elmer Dwiggins, former New York representative of the Bankers Life Insurance Company of Des Moines, La., pleaded guilty before Judge Hand that he fraudulently procured \$105,000 from people who subscribed bonds through him on his private payment plan. He disappeared on Oct. 22 and was captured a few days later in Montgomery, Ala.

He used the selling of Liberty Loan Bonds to further his operations in swindling nearly 7,000 poor people. It was all the same to him that he fraudulently procured \$105,000 from people who subscribed bonds through him on his private payment plan. He disappeared on Oct. 22 and was captured a few days later in Montgomery, Ala.

Aged Invalid Is Burned to Death.

(Special to The Evening World.) STAMFORD, Conn., Dec. 28.—Henry H. Aiken, a retired policeman, was burned to death to-day in his house in Glenbrook, a suburb, and his wife, Jane Aiken, in an critical condition from burns received while trying to save him. An oil heater upset and caused the fire. Aiken was eighty-two and an invalid.

You are cordially invited to see the 25 rooms completely furnished on display here. They are interesting and instructive.

KELLNER BROS.
S.E. COR. 15th ST. & 6th AVE.
SINCE 1891

Chippendale Bedroom Suite, \$275

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May EXPLAIN HIGH PREVALENCE OF PNEUMONIA.

If the conditions described are at all common, it would, in my opinion, furnish an explanation for the high prevalence of pneumonia and other respiratory diseases here at the present time." Dr. Charles Bolduan, Director of the Bureau of Public Health Education of the Department of Health, said to-day.

"During the past few weeks a considerable number of complaints received by the Health Department described just such conditions. Except in a few instances, however, the apartments complained of were found sufficiently well heated when

the heat is twenty-four.

RENT

and were now at Vladivostok on the docks and warehouses were carefully guarded."

U. S. ENGINEERS WHO FOUGHT AT CAMBRAI



The above are officers commanding the forces that built the railway lines on the British front in France. During the German counter-attack after the British victory the Engineers dropped their tools and some of

them fought the enemy with bare fists. The unit had been detached from the main body and the Germans surrounded them, but they fought their way out. Their bravery was highly commended by Field Marshal Haig. The above is a British official photo.

BLAME FOR DEATHS LAID ON LANDLORDS WHO HOLD UP HEAT

Apartments Cold With Coal in Cellars, Is Charge—Steam 10 Hours a Day.

That some apartment house owners of New York City are capitalizing fuel conservation orders to the extent of imperiling the lives of tenants is the charge made to Health Department and Fuel Administration officials here. Specifically, it is alleged, that some owners, in order to save fuel bills, have so greatly reduced the amount of steam heat in their houses that many tenants have contracted colds which developed into pneumonia, with death following.

Department of Health officials to-day admitted that such complaints have been received. Some of them have been substantiated. Fuel Administration officials declared that such a condition is unwarranted. They asserted that they have been able to meet every pressing need for fuel.

That this condition of disregard of the health and comfort of apartment house dwellers is not general was shown by an investigation of heat conditions in apartment houses in upper Manhattan to-day. But the investigation did disclose that there are many apartment houses to-day without heat, while sufficient coal to meet existing requirements are in the cellars. It also was disclosed that in some apartment houses inferior grades of coal that will not produce steam is being used.

This rule applied to apartments bringing a rental of \$720 a year and less. Many apartment house operators are making conscientious efforts to supply all necessary heat in their houses and are succeeding. This applies particularly to the large, high-grade apartment houses.

Fuel Administration and Health Department officials said that complaints which they have received indicate, however, that there is a constantly growing number of apartment house owners who are taking advantage of the fuel situation.

An indication of the widespread nature of this "fuel conservation" scheme was shown in a resolution recently adopted by the New York Building Managers' Association. It was sent to every member of that organization, it was said to-day, and is being generally complied with.

It provides that steam heat shall be started up in apartment houses at 6 A. M. and shall be continued until 10 A. M. From 10 A. M. until 4 P. M. no heat will be supplied. It will be resumed at 4 P. M. and continued until 10 P. M. when fires will be "banked." This means ten hours.

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America Must Save the Entente.

Says Andraszky.

ZURICH, Switzerland, Dec. 28.—Count Julius Andraszky, ex-Premier of Hungary, writing on the peace question,

"From the moment we free in the East the whole world will be changed and the Central Powers will now also gain supremacy in the West."

"It is longer possible for America to give us the finishing stroke. She must save the Entente."

RENT

Two Hours of Street Fighting in Berlin.

TOKIO, Dec. 28.—Two hours of street fighting preceded the surrender of the Bolsheviks under arm in the city. They were beaten by the Chinese troops in Chinatown. The British and French governments issued statements that the Chinese government had issued an order to withdraw.

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